LP
F
5012
1857
C

Queen's University
Library

KINGSTON, ONTARIO

Hutton, William

CANADA:

A BRIEF OUTLINE OF HER

Geographical Position,

PRODUCTIONS, CLIMATE, CAPABILITIES,

EDUCATIONAL AND MUNICIPAL INSTITUTIONS,

&c., &c., &c

Published by Authority.

TORONTO, CANADA WEST.

1857.

F5012
1857C

Bureau of Agriculture,

Toronto, January, 1857.

This Pamphlet has received the approval of this Department, and is intended for extensive circulation in Great Britain and Ireland and the Continent of Europe, in the hope that "Canada" as a distinct and important portion of "North America" may thus become better known.

P. M. VANKOUGHNET.

Minister of Agriculture.

Any further and more detailed information on the subject of Canada, will be cheerfully afforded (personally or by letter) by William Hutton, Esq., Secretary.

39762

CONTENTS.

PAGE.

5. INTRODUCTION.
6. The Geographical position and extent of Canada.
7. The Natural advantages and resources of Canada.
9. Her form of Government and connection with Great Britain.
10. The character of the Population of Canada—Her Cities and Towns.
12. The Laws and Municipal Institutions of Canada.
13. Educational Institutions in Canada.
15. Religion in Canada.
15. Agricultural capabilities of the Soil.
16. Value of Land—Free Grants.
18. The Climate of Canada.
19. Routes through the Province to any part of Canada and the Northern States of the American Union.
21. Trade and Revenue.
23. Canada as a field for remunerative Industry — Skilled Labour un-skilled Labour—Conclusion.
24. Wages in Canada.

INTRODUCTION.

1. Canadians can well understand the expression of mingled wonder and regret which rose to the lips of Count Jaubert, when surveying the magnificent display of Agricultural Products from Canada at the Paris Universal Exhibition, "now we can form an estimate of the value of those few acres of SNOW, ceded to England with such culpable carelessness by the government of Louis XV.;"* for they know, from hard experience, that a name conveys no idea of the real wealth of a country, until that name becomes openly associated with the industry of its inhabitants and the triumphs they have won.

During centuries Canada has been spoken of as a distant and unprofitable waste, and not until the wonderful pageants at London and Paris, in 1851 and 1855, did she take her place among the producing nations of the Earth, and acquire the richly deserved descriptive title of "a land of hope not likely to be disappointed. Active, intelligent, enterprising beyond all other distinct nations, which equally abound in the elements of industrial production, she claims and demands our attention."†

In Europe it is usual to speak of "America and Americans" when any part of the Northern half of that great continent is referred to, while the existence of "Canada," as a distinct country, is ignored or unknown. The shadow of the great nation of "The United States of America" obscures it. Europeans too often think only of the latter when they give a thought at all to the North American Continent. Let it be our place to undeceive them and to shew that Canada is a country totally distinct from the United States—free from the blight of slavery, and free, too, from

* La Botanique a l'Exposition Universelle de 1855.

† M. Tresca.—A visit to the (Paris) Exhibition.

many of the faults which have crept into the social and political relations of our Republican neighbours. A glance at a Map will shew the relative position of Canada and the United States.

THE GEOGRAPHICAL POSITION AND EXTENT OF CANADA.

2. If an area be traced in Europe corresponding generally to that occupied by Canada in America, and the meridian of the most southern part of Canada be supposed to lie upon the meridian of Greenwich in England, the south of France at the base of the Pyrennees will represent the south frontier of Canada; the south eastern boundary of this area will stretch through France, Switzerland, Bavaria, and Austria, to a point in the south of Poland, and a line drawn northwards to Warsaw will delineate the mouth of the Gulf of St. Lawrence. The north western boundary of this area will extend from the south of France in a northerly direction towards and beyond Brest, and a line drawn from near Brest to the British Channel, thence through England, Belgium and Germany to Warsaw again, will establish the position of a European area corresponding to Canada in America. The inhabited and highly fertile portion of Canada is represented in this area by those regions which lie in the south, centre, and south east of France, and in those parts of Switzerland, Bavaria, and Austria included within its boundary. The other portion, although of vast extent, and not so well fitted for extended agricultural operations, is highly valuable on account of its timber and minerals.

The Province of Canada embraces about 350,000 square miles of territory, independently of its North-Western possessions, not yet open for settlement; it is consequently more than one-third larger than France, nearly three times as large as Great Britain and Ireland, and more than three times as large as Prussia. The inhabited or settled portion covers at least 40,000 square miles, and is nearly twice as large as Denmark, three times as large as Switzerland, a third greater than Scotland, and more than a third the size of Prussia; but such is the rapid progress of settlement through immigration, that in ten years time the settled parts of Canada will be equal in area to Great Britain or Prussia.

Prior to the year 1840, Canada was divided into two distinct Provinces, known as Upper and Lower Canada, possessing separate Legislative bodies or Parliaments for the local government of each. In 1840, these Provinces were united, although for some purposes the old territorial divisions still exist. Upper Canada is that part of the now United Provinces which lies to the West of the river Ottawa; Lower Canada embraces the country to the East of that river.

This entensive Province is bounded on the north by the British possessions at present in the occupation or guardianship of the Hudson's Bay Company; on the south and east by the States of the American Union and the British Province of New Brunswick. The western boundary of Canada, west of Lake Winnipeg, is yet undefined. The River St. Lawrence, and Lakes Ontario, Erie, St. Clair, Huron, and Superior, with their connecting rivers, form a wonderful natural barrier between Canada and the States of the Union, and a means of communication of surprising extent and unsurpassed excellence.

THE NATURAL ADVANTAGES AND RESOURCES OF CANADA.

3. In all new countries means of communication may be styled the pioneers of permanent improvement and expansion. Canada is especially fortunate in this respect; she possesses, without exception, the most magnificent system of natural and artificial water highways, in direct communication with the sea, to be found in either hemisphere. A ship sails from Liverpool, London, Bremen, Havre, Hambro', Stockholm, or any other European Port, and arrives at the mouth of the St. Lawrence, the great marine outlet of the commerce of Canada and of the Far West. Let us ascend the St. Lawrence with her, and without changing our vessel unravel this water system from the ocean to the Prairies of the Far West, through Canadian rivers, canals and lakes.

Three hundred miles from the vast outlet of the river St. Lawrence we pass the mouth of the Saguenay, a deep and noble river, navigable for the largest vessels 70 miles from its outlet. Four hundred and ten miles sailing from the ocean and we reach Quebec, the great sea port of Canada, with a large and increasing foreign commerce. Five hundred miles sailing finds us at the limit of tide water, and we now begin in reality to ascend the stream of the St. Lawrence; 590 miles brings us to Montreal, near where the Ottawa or Grand River of the North mingles its red waters with those of the St. Lawrence, after draining a valley of 80,000 square miles in area, lying to the North West, and thus commanding the inexhaustible treasures of the magnificent forests of a part of Canada, more than twice the size of Bavaria or the Sardinian States, and six times the superficial limits of Holland.

It is at Montreal that those lasting monuments of enterprise, courage and art begin to develope the secret of Canadian inland navigation. We have reached the St. Lawrence canals, seven in number, constructed for the purpose of overcoming the obstacles to continuous navigation presented by the rapids. These canals, of different lengths, and great capacity, fitted for sea-going vessels, enable us to ascend 116 miles of river in actual horizontal

distance, overcoming a fall of 225 feet above the level of tide water. Fifty-two miles of sailing, 168 miles above Montreal, and we are in Lake Ontario, 756 miles from the Sea and 234 feet above it. Lake Ontario is 180 miles long, from 50 to 60 miles wide, and 500 feet deep, and has an area of 6600 square miles. Swiftly traversing its expanse, in sight probably, of hundreds of other vessels and steamers, we reach the outlet of the Welland Canal, through which, by means of 27 locks we rise 330 feet to the waters of Lake Erie, 1041 miles from the sea and 564 feet above its level. Our progress is still on through Lake Erie, until we arrive at the Detroit river, 1280 miles from the sea. We pass by the city of Detroit, in the State of Michigan, through Lake St. Clair and the St. Clair river into Lake Huron, 1355 miles from our starting point, and 573 feet above the ocean. We may now sail on to St. Mary's river, and passing through a short but gigantic canal constructed by the people of the United States, enter Lake Superior, with a fresh water sea as large as Ireland before us, and enabling us to attain a distance of 2000 miles from the mouth of the St. Lawrence. Or, we may sail southwards into Lake Michigan, and land at that wonderful creation of the Great West, Chicago. Choosing this latter terminus to our inland voyage, we find at our feet a net-work of railways spreading over the States and Territories of the valleys of the Ohio, Mississippi, and Missouri.

Canadian vessels not unfrequently trace out this varied navigation of lake, river, and canal we have been unravelling, but in a contrary direction, and proceed to Europe, selling their cargoes and ships. In 1856 the American vessel *Dean Richmond*, laden with produce at Chicago, passed the Canadian canals and waters and excited unbounded astonishment at Liverpool; but the year previous theCanadian vessel *Reindeer*, built at the same water level and traversing the same route, excited no further curiosity at London than a hope less enquiry of "where is Lake Huron?" Since the Paris Exhibition however, all is changed. Canada begins to be known and "demands attention," and men who formerly affected ignorance of her political or commercial existence, are studying the future of that "land of hope which is not to be disappointed."

The natural advantages conferred upon Canada by the St. Lawrence river and the Great Lakes are not merely immense, they are incalculable. Immediate and direct water communication with the sea for 2000 miles of inland coast, without any reference to the nearly equal extent of coast belonging to the States of the Union, or the vast affluents which feed the St. Lawrence and the Lakes, striking deep into the heart of the country, appears in itself sufficient to mark out Canada for a distinguished future; but when

the influence which her vast inland seas exercise upon climate, vegetation, health and internal commerce is understood, the character of that future may be partially foretold, even in the youth of Canadian history, and before her enterprise and capabilities have become fully known and appreciated.

Water power, that mighty engine of industry, is everywhere abundant, and just where it is required, in the midst of magnificent forests of valuable lumber, for which an inexhaustible market is springing up in the Far West Prairie region of the American Union, as well as in France and England, where, too, a demand is growing (almost too rapidly for the means of supply,) for the more valuable kinds of cabinet-work woods, with which Canadian Forests abound.

The triumph obtained by Canada at the Paris Exhibition for her splendid display of Minerals of all descriptions, tells its own tale. The grand Medal of Honour, awarded to Sir William Logan, the Canadian Provincial Geologist, by the Jurors of the Paris Exhibition, will do more in calling the attention of European capitalists to the vast mineral wealth of the country, than the most elaborate description of its distribution and extent. It was a prize won in a strife where all were strong, and tells of rare industry and success in bringing to light the hidden wealth of Canadian rocks.

HER FORM OF GOVERNMENT AND CONNECTION WITH GREAT BRITAIN.

4. Canada is a colony of Great Britain, but is as free and unfettered as an Independent Nation. The wisdom of the Mother Country has entrusted to Canadians the management of their own affairs. The Governor of Canada, who is also Governor General of British North America, is appointed by the British Crown, and is its representative in the colony. He nominates an Executive Council, who are his advisers on all matters. There are two Legislative Bodies, called the House of Assembly, and the Legislative Council, the members of which are elected by the people. The Legislative Council was formerly filled by nominees of the Crown.

The system of government is that of legislative majorities, and responsibility to electors, in imitation of, and as similar as possible to that which exists in Great Britain. All public offices and seats in the Legislature are open to any candidate possessing the confidence of the people, and holding a certain limited amount of property, and being at the time a British subject. The elective franchise is nearly universal. Every

man paying an annual household rental of 30 dollars (£6. stg.), in the cities and towns, and 20 dollars (£4.stg.), in the rural districts, is entitled to vote.

Aliens or Foreigners can acquire and hold lands, and when naturalized, which takes place under very easy conditions, they enjoy the full privileges of natural born British subjects, in electoral and all other matters.

The British Government maintains a small force in Canada and the neighbouring Provinces for protection against foreign invasion, and for the maintenance and preservation of the fortifications of Quebec, Kingston, and other places, in the event of a foreign war. While, therefore, the connection of Canada with Great Britain secures her against all foreign aggression, she enjoys the largest measure of political liberty possessed by any people, and exercises entire control over her internal commerce, laws, municipal institutions, taxation, religion and education. All her internal relations between government and people are those of a distinct and independent Nationality ; her external relations are in a measure controlled by the mother country. Such is the connection which exists between the Imperial Government and her Colonial Offspring. It may now be said that it is the earnest wish, and even the aspiration, of every true Canadian, that this connection may grow to a more intimate union in all commercial relations with the people of Great Britain and Ireland, and in all sympathies which can draw fast and sure the bonds of friendship between distant nations of the same origin, government and blood.

THE CHARACTER OF THE POPULATION OF CANADA—HER CITIES AND TOWNS.

5. Canada was once a French colony, and until it was ceded to the British, possessed, exclusively, a French population. In that part of the Province which lies to the east of the Ottawa river and which is called Lower Canada, the people are chiefly of French extraction. West of the Ottawa, or Upper Canada, is essentially British. The population of the Province now exceeds 2,500,000. In some parts of Upper Canada there are large colonies of Germans and Dutch, and it is probable that not less than 30,000 Germans and Dutch are settled in different parts of the Upper or western half of the Province.

The rise and progress of cities and towns in Canada afford a curious and most instructive illustration of the expansion of the country, the development of its resources, the increase of its wealth, and the activity and energy of its people. Montreal is the largest city in Canada, and contains about 75,000 inhabitants ; Quebec ranks next, with 55,000 ; Toronto, third, with

43,000. The history of Toronto foreshadows the history of other towns in Canada. In 1842, a period so recent that most will remember it, Toronto contained 13,000 inhabitants, in 1852, 30,763, and in 1856, 42,000. In 1851 the estimated value of property within the city limits amounted to $12,469,600, in 1854, to $19,540,000; in 1855, to $23,092,000; and in 1856 to $28,532,064, or more than doubling in value in 6 years. So also with the commerce of this city; in 1852, the value of imports amounted to $2,548,858, and of exports, $536,844, whereas, in 1856, the imports were valued at $6,954,628, and the exports at $2,205,332. Toronto is situated on Lake Ontario, and may be considered as the type of a thriving commercial Canadian Port on one of the great Lakes. One more example will suffice, and that one is taken from the centre of a fine agricultural district; London, in Upper Canada, contained, in 1850, 5,124 inhabitants; its population in 1856, exceeded 15,000, a nearly threefold increase in 6 years.

These startling instances of sudden growth, are by no means exceptions to the rule; other towns and cities are not deprived of their population to swell that of more favored and prosperous communities, nor is the country drained to feed the towns. On the contrary, the progress is general; increase is the rule throughout, both in cities and in rural districts.

Every where postal communication is complete; the most distant hamlet has its post office, and the number of offices in Canada is now about 1,500. The electric telegraph passes through every town and almost every village in the Province, and the number of miles in operation approaches already 3,500. The approach and arrival of a steamer or sailing vessel at Quebec is known very nearly at the same moment in every town of the Lower and Upper portions of the Province. All improvements in the Arts or Sciences affecting the commercial or industrial interests of her people are quickly introduced into Canada, and with numerous elements of adaptation and progress within her reach, she eagerly avails herself of the practice and enterprise of other countries.

The great and unfailing source of this steady growth, this quiet but irresistible onward movement of Canada is IMMIGRATION; the infusion of new blood, the adoption of a new and prosperous home by tens of thousands from across the seas and beyond the frontiers; a home which, with all its immunities, privileges and hopes, is offered to you, requiring no other return than a strong arm, a willing heart, and a confident self-relying trust in your future, and in the happiness and prosperity of your adopted country. This invitation, though feebly proffered hitherto, because not coupled with the positive advantages which Canada now enjoys, has

succeeded in winning to her shores and fortunes, within the past twelve years, a full half million of stout and trusting hearts.

THE LAWS AND MUNICIPAL INSTITUTIONS OF CANADA.

6. It is no exaggeration to say that Canada enjoys more thorough rational freedom than any country on the Globe.

The Laws of England were introduced into Upper Canada in 1791 and prevail subject to the various alterations made from time to time by the local Parliament. The Laws of France, as they existed at the conquest of of Canada, by Britain, prevail in Lower Canada, subject also to the alterations effected by the local Parliament. The Criminal and Commercial Laws of England prevail there as in Upper Canada. The Parliament of Canada have, and exercise entire control over the Province ; the Imperial Government never interfere now, unless (which scarcely ever occurs) some great national interest is involved.

The Municipal system of Upper Canada is admirably adapted to the exigencies of a young and vigorous country; its success has been complete. In order to comprehend it, it is necessary to state that Upper Canada is divided into Counties, forty-two in number; each county is divided into Townships ; so, that on an average, each township is about ten miles square. The inhabitants of a township elect five ' Councillors,' the Councillors elect out of this number a presiding officer, who is designated the ' Town Reeve ;' the Town Reeves of the different townships form the ' County Council,' this Council elect their presiding officer, who is styled the ' Warden.' The Town Council and County Council are Municipal Corporations, possessing the power to raise money for Municipal purposes, such as making public improvements, opening and repairing roads and bridges. Repayment is secured by a tax on all the property in the township or county where the debt is incurred ; but no by-law for raising money can be enforced, unless it has been previously submitted to the electors or people. Each corporation possesses the power of sueing and is liable to be sued, and their by-laws, if illegal, are subject to be annulled by the Superior Courts of the Province, at the instance of any elector.

Each Township Council has the power to provide for the support of common schools under the provisions of the school law ; to construct roads, bridges, water-courses &c., to appoint path masters or road-inspectors &c. The County Councils are charged with the construction and repairs of gaols, and court-

houses, roads and bridges, houses of correction, and grammar schools, under the provisions of the School Law; to grant moneys by loan to public works, tending to the improvement of the country, and to levy taxes for the redemption of the debts incurred, subject to the proviso before mentioned, namely, the vote of the people. Villages not having a population over 1000 are governed by a board of police, and are styled Police Villages; possessing over 1000 inhabitants, they become Incorporated Villages, and are governed by a Council of five, whose Reeve is a member of the County Council, *ex officio*; as soon as a village acquires a population exceeding three thousand, it becomes a town governed by a Mayor and Council, and is represented in the County Council by a Town Reeve and Deputy Town Reeve. When the number of inhabitants exceeds 10,000, it may be created a city, and is governed by a Mayor Aldermen and Councilmen. All Town Reeves, Wardens, Mayors and Aldermen are, *ex officio*, Justices of the Peace.

EDUCATIONAL INSTITUTIONS IN CANADA.

7. Upper and Lower Canada enjoy separate School Laws adapted to the religious elements prevailing in either. Each Township in Upper Canada is divided into several School Sections according to the requirements of its inhabitants. The Common Schools are supported partly by government and partly by local, self-imposed taxation, and occasionally by the payment of a small monthly fee from each scholar. The total amount expended on common schools in Upper Canada during 1855 exceeded £180,000 stg. In long settled rural districts each school section is now distinguished by a handsome brick school-house, furnished with maps, authorized school books and elementary philosophical apparatus. The salaries of teachers vary from £130 stg. to £40 stg. in country parts, and from £280 stg. to £75 stg. in cities and towns. All common school teachers must pass an examination before a County Board of Education or receive a license from the Provincial Normal School empowering them to teach, before they can claim the government allowance.

The Provincial Normal School is a highly effective and useful Institution for the training of teachers, and annually sends forth from 100 to 150 young men and women, who, having been uniformly instructed in the art of conducting a school and communicating knowledge, are gradually establishing in Upper Canada a system of common school education of great promise.

In 1842 the number of common schools in Upper Canada was 1721, attended by 65,978 children; in 1855 the number of schools was 3,325 attended by 227,864 children, and the average time during which the schools

were open was 9 months and 20 days. This astonishing increase in so short a period speaks volumes for the condition and progress of elementary education in Upper Canada. Each school section is governed by an elective corporation, styled School Trustees, and is supplied, partly at government expense, with a small Library of selected literature. The number of volumes which have already been distributed for this purpose amounts to 120,000.

The Free School system is gaining ground in many parts of Canada; the principle it involves implies the support of common schools, open to all, by a general tax, and the non-exaction of fees. Any school section may adopt it by the vote of the majority of its inhabitants. Separate Schools for Roman Catholics are sanctioned under certain regulations.

The Grammar Schools are 65 in number, with 3726 pupils. They are intended to form a connecting link between the common schools and the Universities. Teachers must be graduates of some University; they receive an allowance from government in addition to fees. The amount raised for grammar school purposes in 1855 was £12,000 sterling.

Besides a richly endowed Provincial University, supplied with a complete staff of highly competent Professors and Lecturers, there are several other Universities and Colleges in Upper Canada in connection with different religious denominations. The standard of education adopted in some of the Canadian Universities assimilates as closely as possible to that established in the time-honoured Institutions of Great Britain and Ireland, and the ranks of the professorial staffs are generally supplied from the same unfailing sources. All the expences of a full University course in Toronto, need not exceed £60 sterling per annum, board and tuition included. To the Provincial University, and to the University of Trinity College in connection with the Church of England, scholarships are attached, which vary in value from £18 stg. to £40 stg., per annum. These are awarded, [at annual examinations,] to successful candidates competing for them.

The educational statistics of Upper Canada may be thus summed up:—in 1855 there were in actual operation 4 Universities; 6 Colleges; 65 Grammar Schools; 29 private Academies; 278 private Schools; and 3,325 Common Schools; making in the aggregate 3,710 educational institutions, teaching 240,817 pupils and students, and costing the country, in great part by self-imposed taxation, £230,000 Sterling.

In Lower Canada a system of education in some respects similar to that which has just been described exists, and is rapidly obtaining favour among the people The Superior Schools there, however, are of a very high order, and many of the Seminaries attached to religious houses are well endowed and amply provided with efficient professors and teachers.

RELIGION IN CANADA.

8. Among Canadians there is perfect toleration in religious matters. While, however, all religions are respected by law and by the people, there are strict distinctions jealously preserved between churches of different denominations. The Lower Canadian French, are distinguished for social habits and quiet religious zeal; and in no country, not even England or Scotland excepted, can there be found so uniform an observance of the Sabbath in accordance with strict Protestant views, as in Upper Canada.

The prevailing religious denominations may be thus classified according to the census of 1851, from which an idea may be formed of the present strength of each leading religious body:—Church of England 268,592; Church of Scotland 75,587; Church of Rome 914,561; Free Presbyterians 93,385; other Presbyterians 82,733; Wesleyan Methodists 114,839; Episcopal Methodists 49,443; all other Methodists 52,449; Baptists 49,846; Lutherans 12,107, &c. &c. In Upper Canada the Roman Catholics form about one-sixth of the whole population, and in Lower Canada about five-sixths.

AGRICULTURAL CAPABILITIES OF THE SOIL.

9. A reference to the display of cereals and other agricultural productions made by Canada at the Exhibitions of London and Paris, might be considered sufficient to illustrate the remarkable adaptation of the soil to their growth and cultivation; but so limited a notice would leave the question of permanent fertility still unanswered. When, however, it is known that the area in which the astonishing crops of wheat are raised, for which Upper Canada is so justly distinguished, extends over three-fourths of the present inhabited parts of the country, and that the prevailing soils consist of rich clays of great depth, the question of permanent fertility resolves itself into that of husbandry.

In the valleys of some of the larger rivers of Upper Canada, wheat has been grown after wheat for thirty years; the first crops yielded an average of 40 bushels to the acre, but under the thoughtless system of husbandry then pursued, the yield diminished to 12 bushels to the acre, and compelled a change of crop, which soon had the effect of restoring the land to its original fertility. But this system of husbandry has effected its own cure, and led to the introduction of a more rational method of cultivating the soil. Years ago, when roads were bad and facilities for communicating with markets few and far between, wheat was the only saleable produce of the farm, so that no effort was spared to cultivate that cereal to the utmost extent. Now, since railroads, macadamized roads and plank roads have opened up the country, and Agricultural Societies have succeeded in disseminating much useful instruction and information, husbandry has improved in all directions, and the natural fertility of the soil of the old settlements is in great part restored.

The average yield of wheat in some townships exceeds 22 bushels to the acre, and where the least approach to good farming prevails the yield rises to thirty and often forty bushels to the acre. On new land fifty bushels is not at all uncommon; and it must not be forgotten that Canadian wheat grown near the city of Toronto won a first prize at the Paris Exhibition. It may truly be said that the soil of what may be termed the agricultural portion of Canada, which comprises four-fifths of the inhabited portion, and a vast area still in the hands of the government and now open to settlement, is unexceptionable; and when deterioration takes place, it is the fault of the farmer and not of the soil. In Upper Canada the yield of wheat last year considerably exceeded 20,000,000 bushels; and the quality of Canadian wheat is so superior, that the American millers buy it for the purpose of mixing with grain grown in the United States, in order to improve the quality of their flour, and in some instances to render it fit for exportation.

VALUE OF LAND.—FREE GRANTS.

10. Australia excepted, no country can furnish such singular instances of the rise in value of Surveyed Lands, as the last three years have witnessed in Canada. The cause, too, is so obvious, now that it is understood, that men wonder why the event had not been foreseen years before its occurrence. The reason is fully conveyed in the assertion that the country was not prepared for it. Eighteen hundred and fifty-two saw Canada without a railway. Eighteen hundred and fifty-seven sees her with 1,500 miles completed, and 500 more in process of construction. The rise in the value of land is thus easily explained. Means of communication of the highest order have opened up the country, made available a vast amount of inert wealth, stimulated industry, and effected a complete revolution in farming economy within 20 miles on either side of the course they pursue.

The lines of railways are nothing more than a series of accessible markets for the country they serve. The natural consequence is that every portable product of the farm has acquired a certain money value, although before the construction of the railway it may have been absolutely valueless, and perhaps even an incumbrance. This suddenly increased rate of interest obtained for the same outlay of labour, has necessarily enhanced the value of the capital. Hence, land in old settlements, remote from Lake Ports, has doubled itself in value in five years; while wild lands in new settlements, near to which a railway passes, have been trebled, and in some instances quadrupled in value during the same period.

Land adapted for farming purposes can seldom be obtained from land companies, speculators, or private individuals, under thirty shillings an acre. The Canadian Government being desirous of preventing the acquisition of large tracts of lands by private companies, or private individuals, for the purpose of speculation, have coupled the sale of the Government Lands with such conditions as to prevent undue or improper advantage being taken of their liberality in offering farming land at a low rate. Every purchaser must become an actual settler. This simple condition drives out of the field a host of speculators who hitherto enriched themselves at the expense of the country, retarding its progress, and leaving its resources undeveloped.

The Provincial Government have recently opened THREE GREAT LINES OF ROAD, and laid out for settlement the lands through which these roads pass. The roads are styled, 1st.—"The Ottawa and Opeongo Road." This road runs East and West, will eventually be 171 miles in length, and connect the Ottawa River with Lake Huron. 2nd. "The Addington Road," running North and South, 60 miles long, and starting from the settlements in the County of Addington until it intersects the Opeongo Road. 3rd. "The Hastings Road," running nearly parallel to the Addington Road, 74 miles long, and connecting the county of Hastings with the Ottawa and Opeongo Road.

In order to faciliate the settlement of this part of Canada, the Government has authorized FREE GRANTS of land along these roads,—not exceeding in each case 100 acres, and obtainable upon the following conditions:—

1st.—That the Settler be Eighteen years of age.

2nd.—That he take possession of the land allotted to him within one month.

3rd.—That he put into a state of cultivation 12 acres of land in the course of four years.

4th.—That he build a log-house 20 by 18 feet, and reside on the lot until the foregoing conditions are fulfilled.

Families may reside on a single lot, and the several members having land allotted to them will be exempt from building and residence upon each individual lot. The non-fulfilment of these conditions will cause the immediate loss of the land, which will be sold or given to another. The lands thus opened up, and gratuitously offered by the Government for settlement, are chiefly of excellent quality, and well adapted, in respect of soil and climate, to all the purposes of husbandry.

In addition to the Free Grants along the lines of road which have just been described, the Government have at their disposal several million acres, which may be purchased by persons intending to become actual settlers, at

prices varying from One Shilling to Five Shillings per acre.—(10d. to 4s. sterling.) It may also be stated here, that other lines of road, similar to the Ottawa and Opeongo Roads, the Addington Road, and the Hastings Road, are in course of construction.

The Parliament of Canada, during its last session, incorporated a company for the construction of a railway to pass through the country from Lake Huron to the Ottawa, and thence Eastwards.

THE CLIMATE OF CANADA.

11. The most erroneous opinions have prevailed abroad respecting the climate of Canada. The so-called rigour of Canadian winters is often advanced as a serious objection to the country by many who have not the courage to encounter them, who prefer sleet and fog to brilliant skies and bracing cold, and who have yet to learn the value and extent of the blessings conferred upon Canada by her world-renowned 'snows.'

It will scarcely be believed by many who shudder at the idea of the thermometer falling to zero, that the gradual annual diminution in the fall of snow, in certain localities, is a subject of lamentation to the farmer in Western Canada. Their desire is for the old-fashioned winters, with sleighing for four months, and spring bursting upon them with marvellous beauty at the beginning of April. A bountiful fall of snow, with hard frost, is equivalent to the construction of the best macadamized roads all over the country. The absence of a sufficient quantity of snow in winter for sleighing, is a calamity as much to be feared and deplored as the want of rain in spring. Happily neither of these deprivations is of frequent occurrence.

The climate of Canada is in some measure exceptional, especially that of the Peninsular portion. The influence of the great Lakes is very strikingly felt in the elevation of winter temperatures, and in the reduction of summer heats. East and West of Canada, beyond the influence of the Lakes, as in the middle of the states of New York and Iowa, the greatest extremes prevail,—intense cold in winter, intense heat in summer, and to these features may be added their usual attendant, drought.

Perhaps the popular standard of the adaptation of climate to the purposes of agriculture is more suitable for the present occasion than a reference to monthly and annual means of temperature. Much information is conveyed in the simple narration of facts bearing upon fruit culture. From the head of Lake Ontario, round by the Niagara frontier, and all along the Canadian shores of Lake Erie, the grape and peach grow with luxuriance, and ripen to perfection in the open air, without the slightest artificial aid. The island

of Montreal is distinguished everywhere for the fine quality of its apples, and the island of Orleans, below Quebec, is equally celebrated for its plums. Over the whole of Canada the melon and tomato acquire large dimensions, and ripen fully in the open air, the seeds being planted in the soil towards the latter end of April, and the fruit gathered in September. Pumpkins and squashes attain gigantic dimensions; they have exceeded 250 pounds in weight in the neighbourhood of Toronto. Indian corn, hops, and tobacco are common crops, and yield large returns. Hemp and flax are indigenous plants, and can be cultivated to any extent in many parts of the Province. With a proper expenditure of capital England could be made quite independent of Russia, or any other country, for her supply of these valuable products.

The most striking illustration of the influence of the great Lakes in ameliorating the climate of Canada, especially of the western peninsula, is to be found in natural limits to which certain trees are restricted by climate. That valuable wood, the black walnut, for which Canada is so celebrated, ceases to grow north of latitude 41° on the Atlantic coast, but under the influence of the comparatively mild Lake-climate of Peninsular Canada it is found in the greatest profusion, and of the largest dimensions, as far north as latitude 43°.

ROUTES THROUGH THE PROVINCE TO ANY PART OF CANADA AND THE NORTHERN STATES OF THE UNION.

12. The following brief enumeration of the means of communication between Liverpool and Quebec, and between Quebec and any part of Canada or the Northern, Middle, and Western States of the American Union, will serve to convey some idea of the combined facilities which the completion of the Grand-Trunk Railway of Canada, the Great-Western Railway, and the unequalled system of Canadian Ship-Canals, confer upon Emigrants in their progress through and in the northern part of the American Continent.

An emigrant starts in a sailing vessel or a steamer, from Liverpool or any other European port for Quebec. In a fortnight or a month, according to the mode of conveyance he adopts, he lands in Quebec. He may then proceed by railroad or steamer to Toronto in Upper Canada, or to any intermediate locality; from Toronto he may pass northwards a distance of ninety-four miles by the Northern Railway to Collingwood, on Lake Huron, and then by steamer to Chicago and the Far West; or he may go by the Great-

Western Railway of Canada to Detroit, in the State of Michigan, and thence by rail to any part of the Western Union ; or he may proceed by rail, or by rail and steamer, from Toronto to Buffalo, and thence by rail to any part of the Eastern States, or by steamer and rail to Ohio and contiguous States, or west by steamer or rail to Chicago and the Far West.

Lastly, in cases where expedition is required, the traveller may proceed from Portland in the State of Maine, where the Great-Eastern steamer is to land her cargoes, and where, for the present, is seated the Atlantic Terminus of the Grand-Trunk Railway of Canada, and reach Toronto, in Upper Canada, by rail through Montreal, in twenty-five to thirty hours. But when that wonder of the world, the Victoria Bridge across the St. Lawrence, is completed, the distance between the Atlantic at Portland, and Toronto, in the heart of the Lake Country, a distance not less than 625 miles, may be accomplished in twenty-two hours. Once on the Lakes, magnificent steamers, unrivalled, even in Europe, for size, speed and equipment, traverse hourly these great inland waters ; and the choice of routes, either by water or land, is almost everywhere now presented to the traveller. Such is the unparalleled system of railway and steam communication which brings, through Canadian waters or over Canadian territory, the great Far-West of the United States within sixteen days travel of Liverpool, London, Antwerp or Paris.

The Emigrant who desires speed, comfort and freedom from exactions, should endeavour to reach the Port of Quebec, wherever may be his destination in North America, whether it be in the United-States of America or in Canada. The success of " the Canadian " steamers between Liverpool and Quebec, during the past year, has established the superiority of this over every other route. Vessels sailing to Quebec are under rigid regulations for the protection and comfort of all passengers ; and, once in Quebec, the emigrant, in his long journey westward over Canadian routes, is under the strong protection of the Canadian government, which saves him from extortion and pillage ; and the cost of travelling long distances does not in any case exceed three farthings a mile in Canadian steamers or over Canadian railways. From Quebec, by one or other of the routes to which attention has been directed, he can with more speed, safety and comfort reach his future home in the United States or in Canada, than if he had landed in New York or in Boston or any other part of the United States of America.

TRADE AND REVENUE.

13. The general Revenue of the Province is derived from customs, government land sales, revenue from public works and minor sources of income; government or provincial taxation never reaches the Canadian in a direct manner, and if he choose to limit his wants to the simple necessaries of life, and clothe himself, as tens of thousands do, in home-spun,—the stamp of domestic industry and frugality—indirect taxation will only meet him in the articles of tea or coffee, each of which cost about one half as much as they do in Britain. The only taxes he is called upon to pay he has the opportunity of voting for or against; his opinion, in other words, is taken as to whether the tax is just or necessary. Such taxes are for school purposes, road-making and bridge-building in the township in which he lives, and by which he benefits to a degree often one hundred-fold greater than the amount of money or labour he is required to contribute.

The Commerce of a producing country like Canada, drawing its wealth from its Agriculture, Forests, Mines and Seas, is fairly represented by statistical tables of exports and imports. The following tables, compiled from official returns, will show the direction in which the industry of the Province exerts itself. The exports for 1855 are thus classified:

	Currency.	*Dollars.*
Agricultural Products	£3,257,599	13,030,396
Produce of the Forest	1,986,980	7,947,920
Animals and their Products	398,796	1,595,184
Manufactures	119,019	476,076
Produce of the Sea	114,980	459,920
Produce of the Mine	31,458	125,832
Other Articles	17,140	68,560
	£5,925,972	$23,703,888
Estimated short returns from Inland Ports,	£816,253	
In addition to these items, we have the value of		
Ships built at Quebec, amounting to	£304,886	
Giving a Grand Total of Exports for 1855 of	£7,047,111	$28,188,144

The Tonnage employed in the transatlantic commerce of Canada, and with the Sister Provinces, amounted in 1855 to 419,553 tons inwards, and 451,241 tons outwards.

The following Statement shews the number and tonnage of Canadian and American vessels, distinguishing Steamers from Sailing Craft, employed in the carrying trade, and passing through the canals of the Province

	No.	*Tons.*	*No.*	*Tons.*
Canadian Sail,	1341	139,136	1473	151,454
Canadian Steam,	132	12,318		
American Sail,	637	101,193	667	108,824
American Steam,	30	7,631		
Total, ...			2140	260,278

The following is a Comparative Statistical View of the Commerce of Canada, exhibiting the Value of Exports to, and Imports from, Great Britain, her Colonies, and Foreign Countries, during the year 1855 :

	Value of Exports.	*Value of Imports.*
Great Britain	£1,684,610	£3,325,865
North-American Colonies	255,861	216,496
British West-Indies	937	3,533
United States of America	5,000,572	5,206,358
Other Foreign Countries	105,133	269,288
Total....	* £7,047,113	£9,021,540

The steadily progressive condition of the Province may be still further illustrated by the fact that the VALUE OF THE IMPORTS FOR THE YEAR ENDING DECEMBER 1856, AMOUNTED TO . . . . . £10,941,785]

With a view to furnish a general idea of the financial condition of the Province, with respect to its Revenue, the subjoined abstract

* Pounds Currency when multiplied by four are converted into American Dollars

statement of the heads of net Revenue, during the years 1850 and 1854, is given:—

Heads of Revenue.	1850.	1854.
Customs	£583,530	£1,168,018
Excise	20,017	17,238
Public Works	52,563	83,236
Territorial	21,714	71,216
Bank Imposts	13,312	26,770
Casual Revenue	13,094	38,601
	£704,231	£1,402,079

CANADA AS A FIELD FOR REMUNERATIVE INDUSTRY—SKILLED LABOUR, UNSKILLED LABOUR—CONCLUSION.

14. The motto of the Capital of Canada is "Industry, Intelligence and Integrity," and her emblem is the Beaver. The three qualifications are required by all who desire to make speedy and honorable progress in life, and when possessed and exercised they can not fail, humanly speaking, to command success in Canada. There are no monopolies, exclusive privileges, or great and impassable gulfs between grades of society, such as exist in Britain, to check or arrest the progress of the honest and industrious man.

Many of the wealthy and respected people in Canada landed in her territory without a friend to receive them or a shilling to provide for the wants of the morrow; and there are thousands of new arrivals who throng the quays of Quebec during the spring and summer months, to whom the future seems doubtful and dark, who will most assuredly find themselves a few years afterwards, enjoying the luxury of well-earned independence and ample, with increasing provision for declining years or a growing family.

Canada is essentially "A LAND OF HOPE NOT TO BE DISAPPOINTED," the more especially for labour, whether skilled or unskilled; a land where there is "work and bread for all," and where the certain prospect of prosperity never fails to lessen daily toil and cheer the heart which has the courage to trust in itself and believe in its right and power to acquire an honorable position among mankind, with a full share of the blessings and privileges which belong to a free and honest life.

Canada offers a market for the produce of the world. Every necessary and luxury of life, to be obtained in Europe or elsewhere, is procurable here; but these are almost entirely introduced into the Province through England and the United States.

WAGES IN CANADA.

	Per Day.		
15. Bricklayers,	7s. 6d.	to 9s. 0d.	Sterling.
Masons,	7	" 8	"
Stone Cutters,	5	" 7	"
Joiners,	5	" 7	"
Carpenters,	7	" 8	"
Tinsmiths,	5	" 5 6	"
Painters	5	" 6	"
Grainers	6	" 7	"
Hatters	5	" 7	"
Printers (Compositors)	6	" 7	"
Do. (Power-Pressmen)	6	" 7	"
Tailors (Male)	4	" 5	"
Do. (Female)	1	" 2	"
Shoemakers	4	" 5	"
Upholsterers	5	" 6	"
Coopers,	3	" 4	"
Farm-Laborers (with Board)	2	" 2	"
Day-Laborers	3	" 3	"
Boys & Girls, 12 to 16 yrs old (with board)	1	" 1 6	"
Railway Labourers	4	" 5	"
Needlewomen (with board)	1	" 2	"
Dress-makers "	1 3	" 2	"
Servant Maids (per month)	20	" 28	"
Servant Boys " "	20	" 28	"
Servant Men " "	40	" 56	"

The above table is calculated in Sterling money. The addition of one Fifth brings it as near as possible into Halifax currency,—the standard by which all mercantile and monetary affairs are transacted in Canada.

* Some very valuable details about the choice of a ship,—what articles of furniture, clothing, implements, &c., should, and should *not*, be brought by intending settlers,—preparations for the voyage,—outfit,—&c., &c.—Description of the Free Grants will be found in the "CANADIAN SETTLER'S GUIDE," A book also published under the sanction of the Bureau of Agriculture. The first part of this book may be purchased of all booksellers in Canada, and of STANFORD, 6, CHARING CROSS, LONDON. Price Two Shillings and Sixpence, post free. Part the second is more adapted for circulation in Canada.